



Next Steps

A first step...

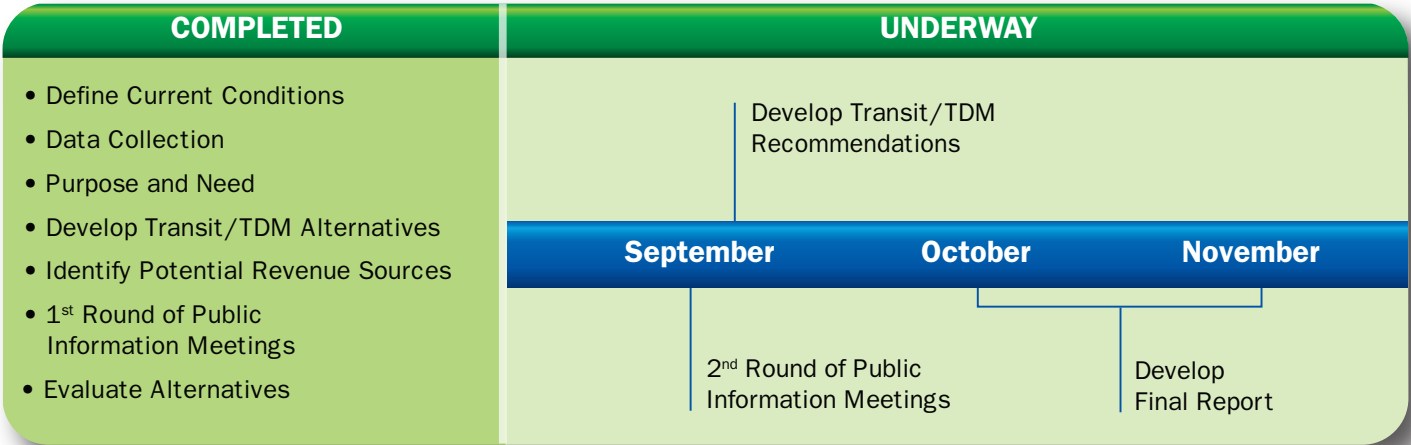
- This study is examining short- and medium-term improvements and is the first step toward implementing transit and TDM improvements along the I-66 Corridor
- Results will be used to develop project-specific plans to implement enhanced transit and TDM services over the next 5 to 15 years

This study's results will inform the I-66 Multimodal Studies which are underway...

- Attributes study draft report due spring 2010
- Key issues draft report due spring 2010
- Draft NEPA document(s) due 2011

More information about the I-66 Multimodal Studies can be found at: www.virginiadot.org/projects/studynova-rt66.asp

Study Activities



Public Participation Opportunities

To learn more about the study or provide feedback, you can sign up to receive updates electronically by sending an e-mail request to drptpr@drpt.virginia.gov or send written comments to drptpr@drpt.virginia.gov or DRPT Public Information Office, 600 E. Main St., Suite 2102, Richmond, VA 23219.



I-66 Transit/Transportation Demand Management Study
Fact Sheet #3

September 2009

About the Study

The study is evaluating short- and medium-term transit and transportation demand management (TDM) improvements along the I-66 corridor between Washington, D.C., and Haymarket, VA that will increase mobility in the I-66 corridor. The improvements being evaluated include Bus Rapid Transit (BRT), express bus service, park and ride lots, carpooling and vanpooling.

Key Stakeholder Findings

Over 40 stakeholders were interviewed about their preferences for mobility in the I-66 corridor.

Key stakeholders included:

- Elected and appointed officials
- Homeowner and civic associations
- Chambers of commerce
- Northern Virginia Realtors Association
- Metro, Potomac and Rappahannock Transportation Commission (OmniRide), Rideshare

Key findings included:

- Traffic congestion in the I-66 corridor should be addressed as soon as possible
- There is not just one solution to traffic congestion but rather a mix of improvements will be needed
- Recommended improvements include:
 - Improved HOV – hours of use, number of people required, consistency of regional networks, and reverse usage
 - Improved bus service including priority bus options until Metrorail can be expanded
 - Increased capacity at park and ride lots
 - Increased cooperation between agencies
- Bus Rapid Transit (BRT) – Most stakeholders consider that BRT is a low cost alternative to rail, a precursor to rail, and that it makes good sense for this region



Example of a local park and ride lot

Existing Conditions

I-66 Corridor, Outside Capital Beltway

- 198 buses per day
- Orange Line Metrorail service
- 47% of commuter trips are going to D.C. core on transit

I-66 Corridor, Inside Capital Beltway

- 144 buses per day
- Orange Line Metrorail service
- 75% of commuter trips are going to D.C. core on transit

Forecast Conditions (2030)

Growth in the Corridor

- Approximately 25% more trips originate in the corridor, but travel patterns change with less emphasis on “downtown” commutes
- Despite the gradual shift in commuter patterns, transit mode share in the I-66 corridor remains high
- Commuter market is most effectively served by transit

I-66 Corridor, Outside Capital Beltway

- Orange Line Metrorail service
- 48 to 114 more buses per day
- 50% of commuter trips are going to D.C. core on transit

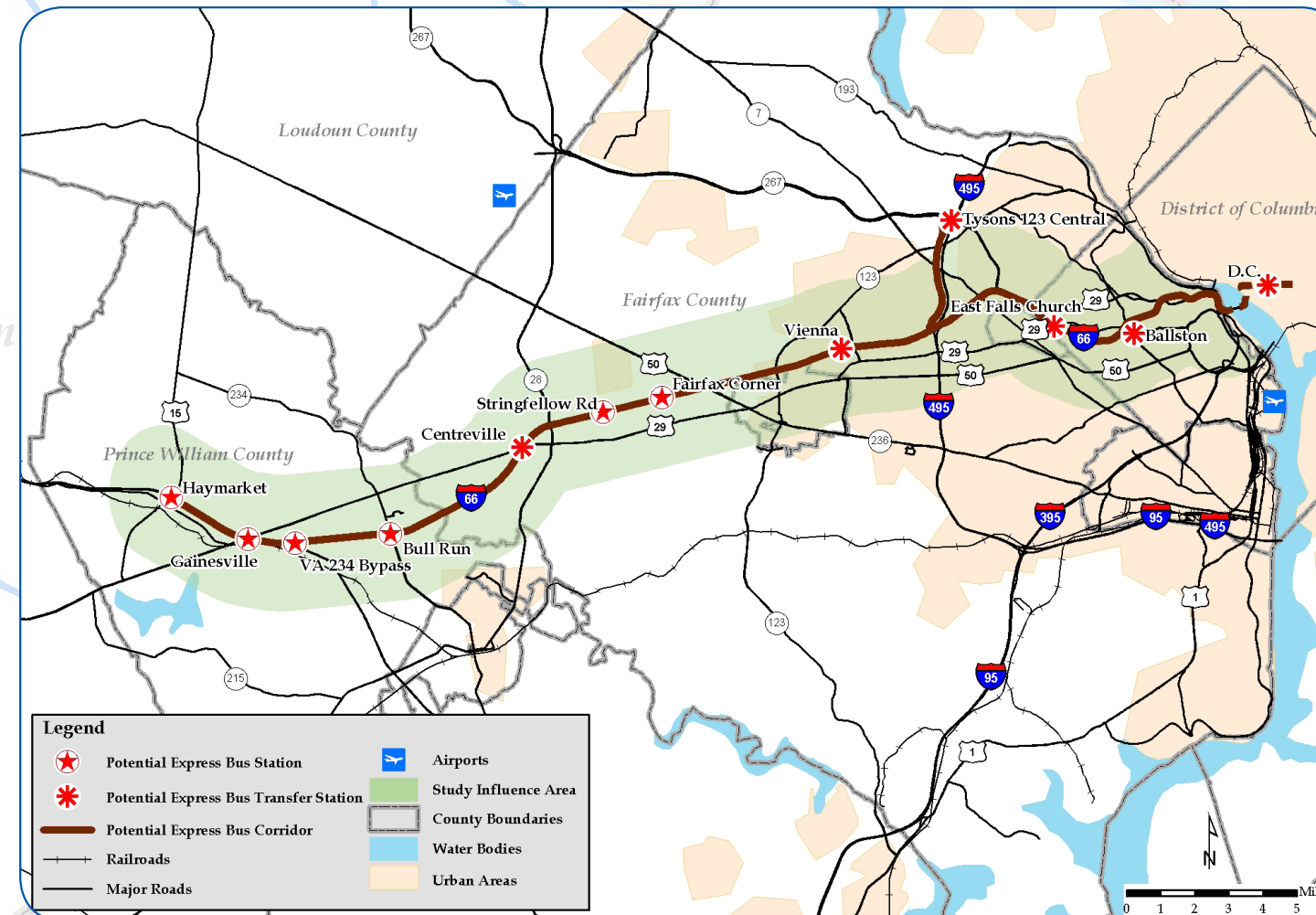
I-66 Corridor, Inside Capital Beltway

- Orange Line Metrorail service
- 24 to 48 more buses per day
- 78% of commuter trips are going to D.C. core on transit



Example of an express bus station

STATIONS AND PARKING



Preliminary Findings

- Enhancing priority bus infrastructure and services contributes to transportation choices and improved mobility
- D.C., Rosslyn-Ballston, and Tysons Corner are major transit destinations
- Express services are most attractive
 - Operating express bus service to D.C. through the Ballston Station area generates significant ridership
 - Metrobus Express service on U.S. 29 and U.S. 50 offers 35 minutes of travel time savings
- Improved convenience and comfort amenities help attract more riders
- Reliable travel time performance of the HOV lane would enhance the transit ridership potential in the corridor
- Expanding park and ride opportunities is important to growing transit ridership
- Land use will play a critical role in determining the corridor transit usage potential
- Vienna Metrorail direct access ramp
 - Proposed ramp from HOV lane at Vaden Drive provides fast and direct transit access to the station
 - Yields about 5 minutes of transit travel time savings and operational efficiencies
 - Eliminates merging and weaving movements across general-purpose lanes, helping reduce congestion
 - Already moving toward preliminary engineering
- Important complementary transit services
 - Dulles Corridor Metrorail will benefit the I-66 corridor
 - Serves the strongest reverse transit markets
 - Becomes attractive option for some I-66 corridor commuters
- Route 28 corridor needs further study as to appropriate transit infrastructure and services

Study Recommendations: Proposed Infrastructure

All

- Proposed infrastructure does not preclude future rail service
- Proposed station locations will be selected with consideration of potential future rail service (i.e., can serve as future multimodal centers)

2015

- Enhance park and ride facilities, such as expanding existing Stringfellow Road lots and constructing new Cushing Road lot
- Implement recommendations from forthcoming VDOT I-66 HOV Lane Operational Study
- Construct direct access ramps from HOV lane at Vienna Metrorail Station, Stringfellow Road, and Monument Drive
- Dulles Corridor Metrorail opened to Wiehle Avenue

2030

- Further expand existing corridor park-and-ride lots and potentially construct new lots
- Continue constructing direct access ramps from HOV lane at additional locations, including (potentially) Centreville, Bull Run, VA 234, Haymarket
- Dulles Corridor Metrorail opened to Dulles Airport and Loudoun County

Study Recommendations: Proposed Services

Improve convenience of corridor express bus services

- Traveler information system upgrades (e.g., next bus, message notification)
- Customer comfort and productivity amenities (e.g., seating at stations, WiFi service)

Increase levels of bus service

- Higher frequency of service (shorter wait times) on selected routes (OmniRide Linton Hall to D.C., Manassas OmniLink, Manassas Park OmniLink, and WMATA Columbia Pike-Farragut Square Line)
- New express service on U.S. 29 and U.S. 50 (Metrobus Express services)

Serve additional transit destinations

- More service direct to Tysons Corner
- More bus service into D.C.

Enhance transit-supportive transportation demand management (TDM) strategies

- Rideshare programs
- Transit information programs